

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

**NOTE
SPECIAL
LOCATION*

**A.D. BARNS PARK
RECREATION BUILDING
3401 SW 72 AV.
MIAMI, FLORIDA**

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SPECIAL
LOCATION*

A G E N D A

**MEETING OF WEDNESDAY, JANUARY 26, 2005
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF DECEMBER 15, 2004
- III. PRESENTATIONS
 - A. FDOT RRR PROGRAM RECOMMENDATIONS – K. Jeffries, FDOT
 - B. M-D PUBLIC WORKS UPDATE – J. Cohen, M-DPW
- IV. DISCUSSION ITEMS
 - A. MEAN STREETS REPORT – D. Henderson
- V. INFORMATION ITEMS
 - A. RAIL CONVERTIBILITY STUDY FINAL REPORT – D. Henderson
 - B. FBA LAW ENFORCEMENT GUIDE – D. Henderson
 - C. EAST COAST GREENWAY ALLIANCE – D. Henderson
 - D. FDOT STRATEGIC INTERMODAL SYSTEM UPDATE – D. Henderson
 - E. WINTER *TRANSPORTATION VOICE* NEWSLETTER – D. Henderson
 - F. OCT-DECEMBER 2004 QUARTERLY REPORT – J. Manzella
- VI. MEMBER COMMENTS

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, JANUARY 26, 2005

MEMBERS PRESENT

Sheila Boyce
Amado Leon

Ted Silver

Barry Burak
Susan Kairalla

MEMBER ABSENT

Brett Bibeau

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Louis Foster, Off-Road Enthusiast Tom Burton, Cyclist
Eric Tullberg, Cyclist Bill Best, Cyclist Jackie Murphy, Cyclist Noel Cleland, Commuter Cyclist
Steve Greenburg, Citizen Juan Lopez, Citizen

The meeting began at 7:05 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- DH: Requested to add a conference notice and Biscayne Trl. redesign to the Agenda. SB: <i>Motion to approve today's Agenda; seconded by BB; vote – unanimous.</i>
APPROVAL OF MINUTES	- SB: <i>Motion to approve Minutes of December 22, 2004; seconded by SK; vote – unanimous.</i>
FDOT RRR PROGRAM RECOMMENDATIONS	- DH: The FDOT liaison couldn't attend tonight's meeting. The Agenda pkg. includes a list of roadways the FDOT plans to resurface over the next few years. <i>He is to prioritize those corridors as possible candidates for bike lanes/paved shoulders/wide lanes.</i> When a road already has wide lanes, they can be reduced to create bike lanes/paved shoulders. TS: Anytime a road can be reconfigured, it should be done, without BPAC review. DH: The FDOT is asking if any roads are critical for cycling; one is Sunny Isles Cswy. TS: Each and every project should accommodate bicycling. SB: <i>Motion requesting the FDOT to restripe every viable project for bicycle accommodations; seconded by SK; vote- unanimous.</i> DH: <i>The Project Mgr. is sending staff out to determine which of these roads are feasible for restriping. He will be attending the February BPAC meeting.</i> TS: It would be more appropriate for the FDOT to come before the BPAC as each project begins development for consultation. The motion just passed was not to allow FDOT to do whatever they deem best. There is a process that is supposed to be followed.
M-D PUBLIC WORKS UPDATE	- DH: He has been informed that the Rickenbacker traffic study request has been passed-on to the M-DPW Engineering Division. The construction schedule has not been received; <i>once it is, he will send copies to BPAC members.</i> TS: Willing to make a request to the Director, if that's what it takes to obtain this.
MEAN STREETS REPORT	- DH: This biennial report is based on the number of people injured/killed, and related to the number of people reported to walk/bike to work in the Census. Miami-Dade is 4 th worst for pedestrian danger. However, it is also on the list of places that have made the greatest improvement within the last 10 years. The full report is available on a website. He passed-out charts depicting trend lines for b/p injuries/deaths. All counts are heading downwards; partly because of the County's pedestrian out-reach activities; although bicycling seems to be leveling-off. For several years, Miami-Dade was number one in pedestrian crashes; that's why a lot of emphasis was made on pedestrian-safety programs. <i>Next month, there will be a new bike safety program presentation.</i> NC: The report eludes that less people are walking; therefore, in result, crash rates are

	<p>reduced. The amount of people bicycling is not part of the analysis; so county safety scores may not be true comparisons; (e.g., Miami-Dade safer than Hillsborough.)</p> <p>DH: This is a big issue around the nation. For instance Berkley, CA is always ranked as a high-risk area; but, that is because there are so many people cycling there. Bicycle counts are not collected in Miami-Dade, except for Census walk/bike-to-work statistics.</p> <p>SB: Taking counts could also be counter-productive. If there are low counts in an area, someone could argue against accommodating a few cyclists. Of course, the BPAC realizes if roads were safer, more people would be cycling.</p> <p>TS: No casualties are acceptable; one death is too many. Hazards need to be corrected.</p> <p>SB: Another noteworthy endeavor is reviewing the cause of these crashes.</p> <p>TS: He recently became a member of an advisory committee to identify common bicycle locations/types around the county, and determine proper countermeasures.</p>
RAIL CONVERTI- BILITY STUDY FINAL REPORT	<p>- DH: A presentation was made previously regarding the uses/future use of current rail corridors in the county. Plans, such as the PTP, N & S Greenways, etc. were part of the analysis. <i>Next steps would be corridor studies</i>, such as the FEC, which parallels Biscayne Blvd.; MDT reviewing the East-West line; and a Kendall area review. There is recognition to include b/p considerations in all of these. The #1 priority, linking MIA to Earlington Hts. Metrorail Station does not include b/p facilities, due to ROW limitations.</p> <p>JManzella: Unsure why a path can't be included under this elevated system.</p>
FBA LAW ENFORCEMENT GUIDE	<p>- DH: The BPAC mentioned the need to educate police officers on cyclists' rights. The FBA guide is a compendium of Florida's roadway bicycling laws. These are distributed to law enforcement agencies and judges. <i>A video is being developed for police officers.</i></p> <p>TS: Inquired if law enforcement representatives could attend meetings to inform the group on efforts to distribute this information, as well as listen to BPAC concerns.</p> <p>DH: <i>Will try to get someone to make a presentation.</i></p> <p>TS: Preferred to have someone from Headquarters explain the process. This way the group would be making requests to someone who could ensure they are carried-out. Perhaps presentations could be made to the police during their shift changes, or at-least posting-up information in their meeting rooms.</p> <p>SK: The police used to do rodeos for school children every year. This educated police officers, teachers and parents at the same time. This has been eliminated, now children don't know anything about bicycle safety.</p> <p>DH: That type of training was developed for children and may skew the police officers' judgment on what is expected from adults.</p> <p>SK: There should also be rodeos for high school students.</p>
EAST COAST GREENWAY ALIANCE	<p>- DH: There were discussions last month to designate the US-1 paved shoulders as part of the East Coast Greenway. Attempts to contact the Florida ECGA representative were unsuccessful. <i>He will continue to try.</i></p> <p>TS: Inquired about the BPAC's concerns with the US-1 project.</p> <p>DH: <i>He will ask FDOT staff to make a presentation on this next month.</i></p>
STRATEGIC INTERMODAL SYSTEM	<p>- DH: Representative Robina contacted FDOT Secretary Abreau requesting the S FL Multimodal Rails-To-Trails system to be included into the SIS. <i>A decision will be made around a week from now.</i></p>
TRANSPORT- ATION VOICE NEWSLETTER	<p>- DH: This quarter, citizen committees are featured. Thousands of people receive this newsletter. A few have contacted his office after learning about the BPAC from the newsletter.</p>

PROBIKE/WALK FLORIDA	- DH: <i>This conference will be held the 1st week of April</i> , mostly oriented towards B/P Coordinators throughout the state. This year, the conference expands into advocacy and education. The Ride for Science provides cyclists the ability to rate their own personal safety confidence for particular roadways. The data compiled allows the FDOT to better-determine an average bicycle level-of-service model.
BISCAYNE TRL GRAND OPENING	- DH: The Parks Dept. had a ceremony for the redesigned path along Galloway Rd. Commissioner Sorenson, the Parks Director, and TS attended. This is the 1 st phase of other redesign projects that the Parks Dept. has taken-on. TS: There are three Bike Route 5 signs along this 2-mile facility. DH: A southern extension from Black Point Marina is under design, as well as a Black Creek Trl. upgrade. <i>Only the portion to Homestead Bayfront Pk. would be paved.</i>
MISCEL- LANEOUS	- <ul style="list-style-type: none"> • TS: Requested audience members to introduce themselves and why they are here. <p>LFoster: He works for Miami-Dade County; is an avid off-road enthusiast; lives in Homestead and travels to A. Earhart and Markham Pks., as well as Quite Waters Pk. for trails. He heard about the BPAC through a friend, and hopes to become a member.</p> <p>ETulberg: He lives in Palmetto Bay and is hoping to get sidewalks constructed; because main roads, such as SW 184 St. are too daunting. He hopes Commissioner Sorenson will nominate him for the BPAC.</p> <p>TBurton: He was recently voted as an Everglades Bicycle Club Board Member. Since he is retired, he bikes nearly 200 miles a month; both road and off-road. He hopes to help get conditions improved throughout the county. <i>He will be hosting an off-road ride on Feb. 5th along the Southern Glades Trl.</i></p> <p>JLopez: He recently moved from the north, and is disappointed that there are only a few places for off-road cycling, as well as the lack of roadway accommodations for cyclists.</p> <p>NCleland: He is a commuter cyclist, and attends meetings to ensure bicycle advocacy.</p> <p>BBest: He lives in Palmetto Bay, and bikes about 100 miles a week for recreation and exercise. He hopes the group can help make Miami-Dade County safer for all cyclists.</p> <p>JMurphy: She is new to the area, and is having a hard time finding safe places to bike.</p> <p>JManzella: <i>Will send her a bicycle information kit with maps.</i></p> <p>TS: Cautioned her that Miami-Dade's bicycle route/path/trail system still requires some interaction with automobile traffic. There are efforts to make roadways safer.</p> <p>SGreenberg: As a Downtown resident, he is disappointed on the configuration of roads.</p> <p>TS: To voice grievances/suggestions, DH is available as the BPAC liaison and Bicycle/Pedestrian Coordinator. There are already bike plans/projects to better serve the bicycling community - continuing for the next 30 years. This does not prohibit the introduction of new projects. Even simple needs, like pothole repairs can be brought to DH's attention; to pass them on to the appropriate agencies. The BPAC has a Public Works liaison, and can request specific representative from other agencies to appear at meetings to voice concerns/make suggestions. Currently, there are only 6 members - out of a potential 22. As an active cyclist since 1987, (mostly long-distance road rides), he has served as Board Member, Treasurer and President on the Everglades Bicycle Club..</p> <p>SB: She is a Coconut Grove resident, and an avid weekend cyclist. Since there are few alternatives, she regularly rides along side automobile traffic to Key Biscayne, South Beach, or up A1A to Palm Beach. She became a BPAC member due to frustrations of cycling in Miami-Dade. Progress has been slow; but, she is still optimistic.</p> <p>AL: He has been cycling for a long time. Commissioner Souto is a friend of his, and asked him to become a BPAC member. There have been some rewards.</p>

SK: She was recently appointed to the BPAC by the MPO's School Board representative. She does not ride a bike; but, is aware of the frustrations and the need for safer streets. Her neighborhood doesn't have sidewalks. Her brother regularly commutes from Coral Gables to Downtown Miami, and has been hit by cars several times. She is disappointed that bike racks have been taken away from school, and few children bike to school; they aren't getting any exercise, especially since recess was taken away.

TS: Another member, BBurak is a chiropractor who rides a bike.

DH: Also, BBibeau is the Executive Director of the Miami River Commission. Although he rides a bike, his main motivation is getting the Miami River Greenway developed. This project runs from Biscayne Bay to Miami International Airport.

- TS: *There will be a 116-mile ride in Clermont, FL on February 5th.*

- TB: He participated in the FBA Bicycle Safety Course in Key Biscayne. It was a very good course and recommends it to everyone.

- JMurphy: Inquired if communities can forbid bicycle riding on sidewalks.

JManzella: Both in Bal Harbor and Downtown Coral Gables it is forbidden.

JMurphy: It is taxpayer's money that constructed the sidewalks.

TS: That is not a valid argument for free-access to anything procured by taxes. The government has authority for the good and safety of residents to discriminate against certain activities. Where there are many retail shops, a cyclist riding on the sidewalk can be a hazard. However, cyclists have the right to use most roadways; although they may be hazardous. The City of South Miami chose to narrow their roadway in the downtown district. When the BPAC argued against, the City promised an alternative route; which was redesigned in similar, narrow fashion. The traffic in downtown Surfside is hazardous; however, there are alternative routes just west of the main street.

SK: Suggested JMurphy form a group with her neighbors to discuss this issue with the City. Just as walking clubs were able to get shopping malls to open early, (when less people are prone to be shopping), perhaps if cyclists ride along sidewalks in Coral Gables in the morning, it might lead the City to consider bike lanes for the roadway.

TS: It is difficult to get cyclists organized to make these types of group statements. It would often be better for individuals to attend public meetings, such as planning charrettes, and mention the need for bicycle accommodations. This should be done far in advance of any final Commission meeting; because at Commission meetings, proponents for the other side would argue that no one mentioned bicycles until the last minute, and plans would be designed already. It is unfortunate that this must be done, since there are laws mandating the consideration of bicycle mobility in all transportation plans/projects.

- SK: The street she lives on was repaved for no apparent reason. Previously, cyclists could traverse from street to swale without a problem; the repavement raised the roadbed up 3 inches, forming a hazardous situation. There was no notice to the neighborhood.

TS: Resurfacing does not require the same methodic process, including bicycle considerations as reconstruction, redesign, etc. The Public Works liaison has promised to review resurfacing projects to determine if restriping for the benefit of cycling is viable. Sometimes, the contractor gets the job done before this restriping can be determined.

- ET: Inquired if developers are required to construct sidewalks within their property.

TS: This is a common compromise when they request zoning variances.

	<p>SB: A recent Coconut Grove redevelopment has landscaping in the area where a sidewalk could have been constructed. Around her neighborhood, they were forced to construct sidewalks. It may depend on the specific area.</p> <p>ET: Inquired how to keep informed of zoning meetings where these decisions are made.</p>
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- *The meeting was adjourned at 8:30 p.m.*